

DESIGN NOTES

The following section outlines design issues considered during the layout of the conceptual street plans.

76th Street

- Collector street with 12-foot lanes and parking provided on both sides
- Existing continuous center turn lane assumed to be replaced with additional parking on north side. Parking to serve BNSF uses and commercial areas to north and south 80th Street
- NE 80th becomes a local access street from Redmond Way to NE 164th, a collector with continuous left turn from NE 164th to 166th, and a collector east of 166th.

83rd Street

- NE 83rd becomes a local access (green) street from 158th to NE 164th, and a collector with continuous left turn from NE 164th to 166th.
- Enhanced 20 foot sidewalk on north side provides for improved pedestrian environment landscaping. Connects through park to school.
- Between 158th and 160th assumes street is shifted to north to correct offset intersection. Parking and larger sidewalk is therefore provided on south side.
- Assumes transit service is accommodated elsewhere.
- Curb radii generally 25 feet at (similar to Town Center) with bulbouts except between 164th and 166th.
- No turn pockets provide except between 164th and 166th (Collectors)

85th Street

- Collector street with 10-foot lanes (as agreed to with the City) and a continuous 12-foot left-turn
- Redmond City Council has expressed concern over a move from four to three lanes. Three lanes are shown here to illustrate the concept. Any changes to the existing street lane configuration will require City Council approval.
- 8-foot parking lanes provided on both sides
- 4-foot bicycle lanes (as agreed to with the City) provided on both sides
- EB right-turn lane at 164th Street provided
- Curb radii generally 25 feet (similar to Town Center)
- Bulb outs at most intersections
- Bus zone curb stop on WB 85th on west side of 160th Ave
- Articulated bus turns accommodated from NB 161st Ave to WB 85th St

158th Ave NE

- Local street with pedestrian emphasis
- No turn lanes at 83rd
- Curb radii generally 25 feet (similar to Town Center)
- Bulb outs at intersections
- 10-foot travel lanes
- Parking both sides

160th Ave NE

- Collector street with 11 foot travel lanes and 5-foot bike lanes
- Left turns provided to other collector streets (85th and Redmond Way). No left turn at 83rd (local street).
- Parking restricted in vicinity of 85th to allow for turn lane
- Parking on one side

- Curb radii 25 feet at 83rd (similar to Town Center)
- Bulbouts assumed at NE 83rd
- Existing curb maintained where possible
- Bike lanes are not provided on Cleveland Street (bike share travel lane) hence bike lanes on Redmond Way terminate just north of Redmond Way allowing bike traffic to merge rather than bringing the lanes to the intersection.

161st Ave NE

- Local street with 10-foot travel lanes.
- Wide lanes provide in vicinity of Redmond Way
- Green Street: enhanced sidewalk and landscaping on one side
- Left turns provided to other collector streets (85th and Redmond Way). No left turn at 83rd (local street).
- Parking restricted in vicinity of 85th to allow for turn lane
- Parking on both sides
- Curb radii 25 feet at 83rd (similar to Town Center)

- Bulbouts assumed at NE 83rd

164th Ave NE

- Collector street with 11-foot lanes and continuous left turn
- Redmond City Council has expressed concern over a move from four to three lanes. Three lanes are shown here to illustrate the concept. Maintaining four lanes would require rethinking the bike network concept. Any changes to the existing street lane configuration will require City Council approval.
- Bike lanes assume conversion from four traffic lanes (current) to three lanes along 164th to 80th. NE 80th to Ne76th provides wide curb lane as bike route.
- Existing cross-section is generally maintained between NE 80th and Redmond Way. Three 12-foot lanes with sidewalk on one side. Sidewalk desirable on both side and may be achieved during redevelopment.
- Bulb outs provided through Old Town.
- Left turn pocket provided northbound 164th at Redmond Way only (on collector street). In Old Town priority is to minimize crossing distances for pedestrian and maximize pedestrian/landscaped areas hence no additional turn pockets are provided.

165th Ave NE

- Local street with 10-foot travel lanes and parking on both sides

- No turn lanes provided

- Bulbouts at intersections with 25-foot radius (as per Town Center)

- Potential extension to NE 79th. City owned property may be used for access (intersection may be offset)

166th Ave NE

- Collector street with 12-foot lanes and continuous left turn to Redmond. Continuous left turn is dropped from Redmond Way to Bear Creek Parkway.
- Bulb outs provided at Redmond Way and Cleveland Street
- Redmond City Council has expressed concern over a move from four to three lanes. Three lanes are shown here to illustrate the concept. Reduced number of lanes allows for wider curb lanes to serve as a bike route and allows for wider sidewalks. Sidewalks a priority due to designation as a pedestrian connector and proximity to school. Any changes to the existing street lane configuration will require City Council approval.
- Left turn provided from 166th northbound to Redmond Way (collector). Left turn also provided to Cleveland, as this is a major access point between Town Center and Cleveland Street. Otherwise, the priority in Old Town is to minimize crossing distances for pedestrians and maximize pedestrian/landscaped areas; hence no additional turn pockets are provided.

168^h Ave NE

- Collector street with 12-foot lanes and parking both sides.
- Minor collector accessing the school

Avondale Road

- Avondale Road is shown for the purpose of determining an approximate alignment with Bear Creek Parkway. It was outside the immediate focus of work for Phase I of the TMP and further work is required to determine a configuration for Avondale Road. Issues to resolve include bike lanes vs. wide curb lanes, presence of HOV lanes, number of lanes turn lanes, etc...
- For the purpose of demonstrating a potential alignment, a radius of 346 feet was chosen for Avondale Road in the vicinity of NE 79th. Design parameters would be further explored during the design process. If a tighter radius or narrower cross-section is found to be desirable, right of way needs may be reduced
- Preferred design concept for Avondale at 79th is a redesigned intersection with Avondale Road as a through movement to 170th Avenue. Maintaining the existing intersection may also be considered with left turns to 170th Avenue. The right of way for NE 170th is narrow (approx. 50 feet), and will require substantial additional right of way under both options if the City is to pursue the full cross-section envisioned (including planned HOV lanes).
- HOV lanes are shown in both directions as per the City’s existing long-term plan. A transit concept was not developed under phase I of the Redmond Transportation Master Plan (TMP). Major changes to circulation in the downtown in phase I of this plan suggests the need to revisit how transit will function in the downtown, the role of HOV lanes entering the downtown and how HOV facilities will transition to other facilities such as merge to general use lanes or possibly a form of transit facility on the BNSF.

- For the purposes of this conceptual layout it is assumed that HOV lanes entering on Avondale Road would end at NE 79th Street becoming a general purpose lane. Eastbound HOV lanes on Avondale Road and Redmond Way would begin, respectively at Redmond Way and east of Bear Creek Parkway intersection. The HOV lane entering on Redmond Way would end at the intersection at Break Creek Parkway. Signal priority would allow HOV traffic to merge to the general-purpose lanes.
- Local access to 170th Place, currently provided at Avondale Road and NE 79th, is assumed to be accommodated elsewhere. Providing access to 170th Place from Avondale Road provides for an awkward intersection that could raise operational and safety concerns and was therefore considered incompatible with the design concept of creating an improved arterial street along Bear Creek Parkway and Avondale Road.
- Outside travel, HOV lane and turn lanes will be 12’ wide.

Bear Creek Parkway

- Lane expansion through Town Center area should be toward southern ROW where possible. Lane expansion south of Town Center generally remains within the existing ROW.
- Curb radii will be as existing to all Town center entrances.
- No signals provided at 164th, 168th, and NE 74th. Emphasis in placed on accommodating through traffic.
- No sidewalk provided on south side in vicinity of Town Center. Assumes trail provided in park area.
- Pedestrian crossing to park south of Bear Creek Parkway may occur at 166th or mid-block west of 166th to align with Town Center design concept.

- Right turn pockets along Bear Creek Parkway in the vicinity of Town Center were not included to reduce the footprint of the roadway.
- No pedestrian crossing assumed at NE 74th. Crossing provided at NE 76th. This may be reconsidered due to commercial uses opposite Town Center in the vicinity of NE 74th.
- New alignment (74th to Redmond Way) should avoid pump station at 74th.
- Pedestrian signals indicated (as placeholders) for free rights from Redmond Way to Bear Creek Parkway and from Bear Creek Parkway to Redmond Way. Needs further consideration during design.
- New alignment (74th to Redmond Way) should avoid natural area (Heron rookery).
- Outside travel lane and turn lanes will be 12’ wide.
- Bicycle traffic will be accommodated in 12’ curb lane. As per bike network concept, assumes BNSF provides major route for local and through bicycle traffic
- Connection to Redmond Way Eastbound (170th Ave) will merge with current DEA plans, and single HOV lane each direction.
- Realignment to the west of existing ROW at Redmond Way will be accepted to facilitate the Avondale realignment.

Cleveland Street

- Curb bulbouts applied to all corners.
- 10-foot lanes assumes no buses on Cleveland.
- East end of Cleveland (to Redmond Ave) realigned to better manage traffic with existing signal.
- Sidewalks will be as shown in sections or as existing where applicable.

Leary Way

- 5’ Bike lanes will be added from the bridge to BNSF ROW where possible. Bike lanes taper at bridge to conform to existing width. Eastbound, from bridge, assumes 12 foot multi-use path adjacent to roadway connecting to crosswalk at Bear Creek Parkway. (bicycle traffic to cross at crosswalk separate from high volume double right turn to Bear Creek). Transition from multi-use path (may continue as off-street path to BNSF) to on-street bike lane must be resolved during design process
- Bike lanes transition to BNSF ROW (not shown). Assumes majority of bicycle traffic will use BNSF to connect to rest of bicycle network.
- Sidewalks will be as shown in sections or as existing where applicable.
- Assumes pedestrian/ design connection between Cleveland and BNSF
- Leary remains as existing between Cleveland Street NE 80th

Redmond Way

- Parking on south side of street.
- Median assumed to be landscaped unless indicated as continuous left turn.
- Outside travel lane and turn lanes will be 12' wide.
- Sidewalks will be as shown in sections or as existing where applicable.
- Where possible, existing curbs are maintained. Curb radii to the north of Redmond Way generally larger than on the south side. General intent on south side is to slow vehicle traffic as it enters the pedestrian zone of the Old Town area.
- Redmond Way, 160th to 161th, shows wider turn lanes (12') to take advantage of wider right of way
- Conceptual design assumes some level of access management is undertaken during design. On-street parking locations are shown conceptually. Driveway access is generally shown as a gap in parking. In some cases (where no gap in parking is shown) it is assumed that access is provided from side streets.
- Westbound, right turn lane to 164th is desirable. Requires right of way. Under concept, NE 79th no longer connects to Redmond Way. Potential to swap right of way required for turn lane for portion of right of way on NE79th.
- Lane configuration in vicinity of 170th differs from access management design work currently being done (DEA). Drawings are intended to represent long-term plan and therefore include HOV lanes currently in the City's plan and assume major change in circulation.

BEAR CREEK PARKWAY OPTIONS

The following drawings include three potential alignment options for extending Bear Creek Parkway from 164th NE, through Leary Way, to Redmond Way. Option B is illustrated in the details drawings (previous section).